

Intimations.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LIMITED.

THE THIRD ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICE, No. 9, Praya Central, Victoria, on SATURDAY, the 13th January, 1900, at Noon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1899, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOK of the Company will be CLOSED from 10th to 13th January, 1900, both days inclusive.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 5th January, 1900. [25b]

THE WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED.

NOTICE is hereby given that the NINTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICE, Victoria Buildings, on MONDAY, the 15th January, 1900, at 3 o'clock in the afternoon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from 7th to 15th January, 1900, both days inclusive.

MEYER & CO., General Managers.

Hongkong, 30th December, 1899. [162a]

THE WEST POINT BUILDING CO., LIMITED.

NOTICE is hereby given that the ELEVENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICE, Victoria Buildings, on WEDNESDAY, the 24th January, 1900, at 11.30 o'clock A.M. for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1899.

The Register of Shares of the Company will be CLOSED from MONDAY, the 15th January to WEDNESDAY, the 24th January, (both days inclusive), during which period NO Transfer of Shares can be registered.

By order of the Board of Directors,

A. SHELTON HOOPER, Secretary.

The Hongkong Land Investment and Agency Co., Limited, General Agents for The West Point Building Co., Limited.

Hongkong, 3rd January, 1900. [15b]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the TWELFTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICE, Victoria Buildings, on WEDNESDAY, the 24th January, 1900, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1899.

The Register of Shares of the Company will be CLOSED from MONDAY, the 15th January to WEDNESDAY, the 24th January, (both days inclusive) during which period NO Transfer of Shares can be registered.

By order of the Board of Directors,

A. SHELTON HOOPER, Secretary.

Hongkong, 3rd January, 1900. [14b]

NOTICE OF FIRMS.

CHINA TRADERS' INSURANCE CO., LIMITED.

FROM This Date M. H. P. WADMAN has been appointed ACTING SECRETARY. By order of the Board of Directors.

A. S. GARFITT, Acting Secretary.

Hongkong, 1st January, 1900. [1b]

NOTICE.

I HAVE This Day established myself in Hongkong as a MERCHANT and COMMISSION AGENT, under the STYLE and FIRM of F. W. HALL & CO.

F. W. HALL, No. 1, Duddell Street.

Hongkong, 1st January, 1900. [16b]

NOTICE.

WE the Undersigned have This Day been appointed AGENTS for the above Godowns, all Applications for Storage of Goods should be made to us.

T. RAUCHENSTEIN & CO., 12, Beaufield Arcade.

Hongkong, 3rd January, 1900. [20a]

THE WANCHAI GODOWNS.

WE have This Day appointed Messrs. T. RAUCHENSTEIN & CO. to be AGENTS for the above Godowns, all Applications for Storage of Goods should be made to them.

TANG LAP TING, MOK KUN HUI, MOK YEUK LIM.

Hongkong, 3rd January, 1900. [21b]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Hongkong, 28th May, 1899. [18]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
INABA MARU.....	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	SUNDAY, 14th Jan., at 4 P.M.
*KINSHU MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI (WOOSUNG), KOBE and YOKOHAMA.	MONDAY, 15th Jan., at 4 P.M.
YAWATA MARU.....	MANILA, THURSDAY ISLAND, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 26th Jan., at 4 P.M.
KAMAKURA MARU.....	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 26th Jan., at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 5th January, 1900. [6]

NORDDEUTSCHER LLOYD.



HAMBURG-AMERIKA LINIE.

(Freight Service.) (Taking Cargo at Through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
*SARNIA.....	HAVRE and HAMBURG.	15th Jan., Freight and Passage.
Fuchs.....	(LONDON with transhipment in HAMBURG)	18th Jan., Freight.
AMBRIA.....	HAVRE and HAMBURG.	18th Jan., Freight.
Burmeister.....	(LONDON with transhipment in HAMBURG)	About 27th Jan., Freight.
WITTENBERG.....	HAVRE and HAMBURG.	About 27th Jan., Freight.
Madsen.....	(LONDON with transhipment in HAMBURG)	About 5th Feb., Freight and Passage.
*SILEZIA.....	MARSEILLES, HAVRE and HAMBURG.	About 5th Feb., Freight.
Behrens.....	(LONDON with transhipment in HAMBURG)	About 8th Feb., Freight.
HOLSTIA.....	HAVRE and HAMBURG.	About 8th Feb., Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & CO., Agents.

TOYO KISEN KAISHA.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 27th Jan., at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 22nd Feb., at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 20th March, at Noon.

THE U.S. MAIL CHARTERED STEAMSHIP

"ALGOA"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 27th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

CITIES in the United States have been designated by the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

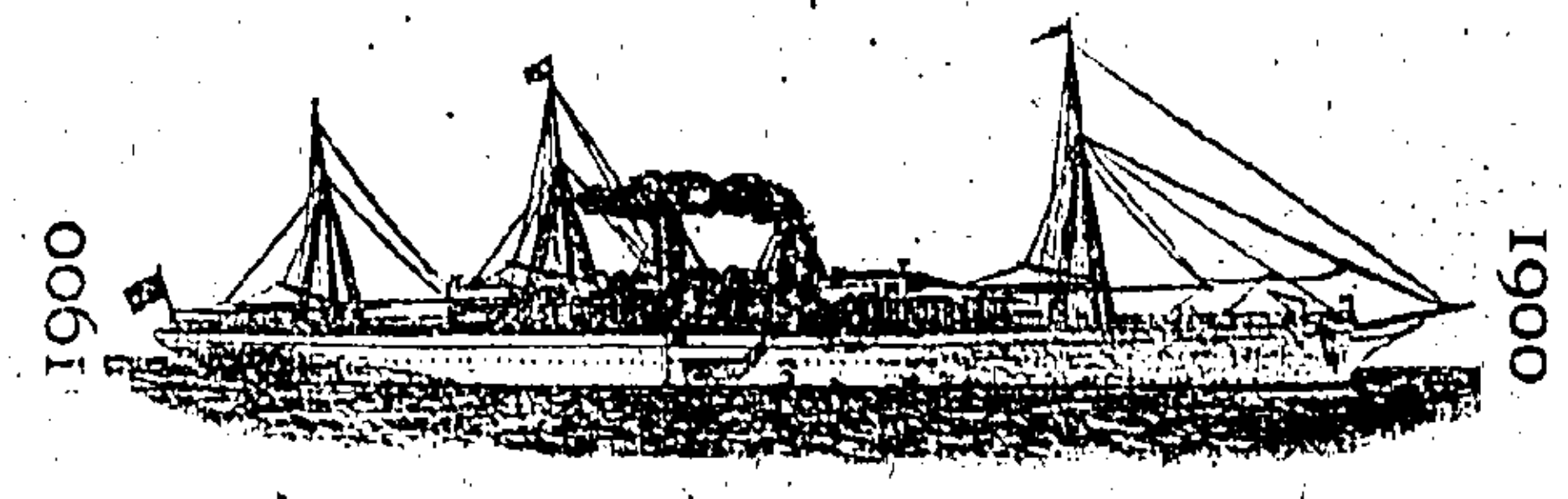
For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 4th January, 1900. [1310]

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 17th January.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 14th February.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 14th March.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. J. J. J., General Agent, 15, Queen's Street.

Hongkong, 20th December, 1899.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Saint Irene..... 3,877 W. Atter... Jan. 12

Bromshire..... 3,567 G. E. Elliott... Jan. 20

Tacoma..... 2,811 A. Dixon... Jan. 30

Also

FOR PORTLAND, OREGON, IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Aborgeldie..... 3,777 J. J. Murray... Jan. 27

THE attention of Passengers is directed to the very cheap rates offered by the Line.

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. Doctor and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to

DODWELL & CO., LIMITED, General Agents.

Hongkong, 8th January, 1900. [4]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, The UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

Strathgyle..... 5,023 Monday Jan. 15

Carlisle City..... 3,002 about Jan. 25

Belgian King..... 3,379 about Feb. 1

Carmarthenshire..... 4,920 about Feb. 15

THE Steamship

"STRATHGYLE"

will be despatched for SAN DIEGO via KOBE, YOKOHAMA and HONOLULU, on MONDAY, the 15th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 8th January, 1900. [1330]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMeward PASSENGER SEASON, 1900.

NOTICE.

THE Undersigned Vessels will sail from CHINA DIRECT

FOR MARSEILLES, PLYMOUTH AND LONDON.

WITHOUT TRANSHIPMENT.

STEAMERS

LEAVE

Paranatta..... 1886 Mar. 27 Mar. 31 April 6

Massilia..... 5026 April 10 April 14 April 20

For Freight or Passage, apply to

H. A. RITCHIE, Superintendent, Hongkong.

4th December, 1899. [1490a]

Consignees.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FROM NEW YORK AND STRAITS.

THE Steamship

"INDRAPURA"

having arrived from the above ports, Consignees of cargo by her, are hereby informed that their goods, have been landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 7th instant, will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damages and/or shortages not later than the 14th instant, otherwise they will not be recognised.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Agents.

Hongkong, 2nd January, 1900. [8b]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"TIENTSIN"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 10th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 3rd January, 1900. [5]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "ST. IRENE,"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJIL.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED, Agents.

Hongkong, 3rd January, 1900. [4]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBORO, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"YASAKA MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 11th instant, will be subject to rent.

All ship-damaged packages must be left in the Godowns where they will be examined on THURSDAY, the 11th instant, and SATURDAY, the 13th instant, both days at A.M., upon notice of such damage being sent in beforehand to this office.

All claims must reach the Undersigned before the 13th instant, or they will not be recognised.

No Fire Insurance will be effected.

NIPPON YUSEN KAISHA.

Hongkong, 5th January, 1900. [25b]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

BOER VERSION OF ELAND-SLAUGHTER.

The *Gazette* publishes a letter from a Dutch volunteer describing his experiences at the battle of Elandsfontein, where he was taken prisoner. The letter is dated from Pietermaritzburg on October 25, and gives a vivid account of the engagement as far as it could be seen by a single combatant.

"Since this letter," begins the writer, "will be read by the British authorities, I will confine myself to relating what has happened to me since October 20. On that day six hundred of us arrived at Elandsfontein, two hours' journey from Ladysmith. The previous evening we had captured a provision train with a military escort, was escorted with nine men, among whom was the barometer, to destroy the railway line in three places. One of these was quite close to Modderspruit Station, the first stopping-place after Ladysmith, where the enemy had an outpost. Nevertheless, this dangerous task was performed without incident.

"Next day, Saturday, the 21st, we had received no reinforcements (we were nine), but that did not prevent us from cutting the communications between two considerable forces, those of Dundee and Ladysmith.

"At seven o'clock in the morning the order was given to mount, the enemy being on the march. We had hardly reached the works when shells began to fall among us. When we left eight had already been fired without doing any harm. I was pleased to see that everybody remained cool. The shells fell near the Dutch troops, of whom there were ninety-eight. Our two cannons replied. When we began to march the enemy disappeared. On our return to the camp we changed position, and the enemy was seen to be moving. We had just arrived, then, to find the enemy's position immediately as the enemy advanced in great numbers. We rushed to a hill, descended on the other side to put the horses in shelter, and then returned to the ridge. There, with our two cannons, we awaited the attack of over 4,000 enemies. We were 60 Germans, 98 Dutch, and 200 Afrikaners from Fordsburg and Johannesburg (these Fordsburg and Johannesburg people are rather degenerate Afrikaners, badly educated, and mostly brick-layers).

"The enemy had two batteries of Artillery with twelve guns, three regiments of Infantry, a regiment of Lancers, a regiment of light and a regiment of heavy Cavalry. I do not know the number of the Cavalry, but the Infantry was 3,000 strong.

"The enemy's artillery opened a violent fire on our two poor guns, and from time to time shell fell among us. At the end of 20 minutes one of our guns was dismounted. Meantime we had opened fire on the advancing Infantry, who replied with a hail of bullets.

"At this moment the majority of the Fordsburgers and Johannesburgers gave way in spite of the encouragements of our commander, who cried: 'Stand firm! All my Dutchmen are here yet.' The advancing Infantry kept up a terrible fusillade on our 300 men. I was firing lying down on my stomach, and having lost sight of the troops coming from the plain, I resolved to wait until they showed themselves anew.

"Except the dead I saw nothing. The others had gone without my seeing the movement on account of the infernal noise of the shells. A few, however, still remained a little behind me. I waited, still lying down, a couple of shells covering me with dirt, while the little leaden bullets fell, without exaggeration, on my back and beside me."

"Finally, their artillery fire began to decrease, and as the balls began to whistle, I concluded that the Infantry had arrived on the ridge and began to fire my last cartridges. It was the Gordon Highlanders, and at every shot two or three fell at once. Then our men began to fire again. I was very glad because I had thought at first that I was alone.

"My cartridges being exhausted I retired. The bullets whistled right and left, I heard nothing but the noise of the projectiles striking the rocks. In about two minutes I reached the slope of the hill, my escape from being hit in that time being incredible and miraculous, even in my own eyes.

"At this point I met another regiment of British Infantry. All our people were gone and surrounded by Cavalry, were proceeding over the plain. It was all over. I had nothing to do but sit down and await events. In an instant the British came up to me and took away my rifle and empty cartridge bag. Nine others who had resisted to the last were taken prisoners at the same time.

The letter adds that 189 prisoners were taken, and that most of the Boers killed and wounded met their fate during the flight. During the journey the prisoners were well treated, but at Pietermaritzburg they only received prison fare. The cause of the defeat was the sending of so weak a force to occupy a dangerous position.

EXPERIENCES AT GLENCOE.

The following is an extract from an officer's letter, dated Ladysmith, Camp, October 27, and just received at the *Gazette*, giving some further details of the battle of Elandsfontein.

"So many battles are occurring here that the Boers ought, by the time the Army Corps arrives, to be pretty tired of fighting, unless they have more men available for fighting than one is led to imagine. A small account of our battle will follow: At 5 a.m. we paraded, and were dismissed at 5.30. At 5.50 the first of the enemy's shells fell into camp, and a fairly quick fire was kept up by them. The 13th and 69th Batteries moved into position, and silenced the enemy's guns in a short time. The enemy not using any shell, our men laughed at their fire. We then advanced to a nearer range, and shelled the crest of both the Talana hills. We fired from the second position until we had driven the Boers from the edge of the crest. The general was shot while we were in our second position. We now advanced to a third position, and came under a heavy fire of Mauser bullets—at least I thought it unpleasantly heavy. After being in action about two or three minutes at a third position, the enemy's rifle fire on us stopped, the shrapnel having driven them back. The Infantry got up to the top, and away went Mr. Boer on his pony. Our general was asked by a flag of truce for an armistice for them to bury their dead, &c., and, foolishly, as I think, he gave it them, and asked them, and asked the Infantry to cease firing on the top. Mr. Boer then trekked away at a walk on his pony. The batteries meanwhile got up to the neck between the two hills, and found the Boers in the thousands, yards or so in masses, the most lovely target any of us will ever see; but owing to the general having given an armistice we did not fire a shot at them. The Cavalry were waiting some distance on our right and wondering why on earth we didn't state them and make their retreat into a rout for them to take advantage of. We knocked most of the Boer guns out of action, and could have brought some of them into camp. But it was such a beastly wet night after the battle, and a long way to go to get them from the neck, that we left them, and never had another chance. Their Artillery (Field) may be good, but the

fighting of the batteries seems bad, as they don't have men trained long enough at the work. I must be off now and post these words."—*Morning Post*.

MR. CHARLES NEUFELD.

TALKS OF THE KHALIFA.

"The Khalifa is dead; the Sudan is then at peace."

That was Mr. Charles Neufeld's greeting, writes a *Morning Leader* representative. Two months ago, it will be remembered, we published an interview with Mr. Neufeld, in which he declared that "there is only one thing to be done with the Khalifa, and that is to take him. So long as he is at liberty there can be no peaceful settlement of the Sudan." Death has now still further assured us that settlement, and Mr. Neufeld is proportionately rejoiced.

But he will permit no calling of the Khalifa bad names; he is loud in admiration for the dead man's genius. Whether the Khalifa was inspired by patriotism, or by mere hatred of the "English Turks," or by mere lust of power, there is no question of his extraordinary administrative faculties.

"He was," said Mr. Neufeld, "the whole soul and spirit of the Mahdi's rebellion. His actions were secret, but they were the true springs of power. When the Mahdi travelled the Khalifa was his servant, and when the Mahdi stayed at any house, the Khalifa would, as a servant, sleep on the floor. But it was the Khalifa who organised the forces and commanded them. In fact, the Mahdi was but a puppet in the hands of the clever showman who all unseen pulled the wires from behind."

A FATAL MISTAKE.

"Besides his cleverness, the Khalifa was possessed of great personal charm of manner when he pleased, and his influence over his followers was boundless. But he was, alas, a bad mistake, for all his ability when he came down on to the White Nile. He believed that the Transvaal war had drawn off all the British troops; and when I saw that he had come down, 'He's done for now,' I said."

This false step, of course, hastened the end greatly. In criticising the expedition of two months ago Mr. Neufeld pointed out that all natural advantages, knowledge, of the country, and speed of movement were on the side of the Khalifa. "But for all that," said Mr. Neufeld, "I think this march which our forces have achieved out there is splendid; it shows what can be made of Sudanese troops when trained by English officers."

And there is no successor to the Khalifa; it is a pleasant thought. "All the Mahdi's Khalifas are now dead," said Mr. Neufeld, "and as for Osman Digna—he will give no trouble, nor would he be able to collect any great number of followers; he has no influence over them."

I asked Mr. Neufeld what was the exact significance of the term "Khalifa," and he replied that it was part of Muhammad's system which the Mahdi, who always posed as being inspired by the Prophet, had copied. "Muhammad chose four Khalifas to be his successors, so the Mahdi also chose four. There were, I believe, the one just dead, and Ali, and Sherif; they are all dead now. The fourth was a man named Arabi Pasha. Ah, yes; that was part of the Mahdi's and Arabi's plan; they never wished Gordon to be killed, the Khalifa hoped to exchange Gordon against Arabi."

THE SUDAN'S FUTURE.

Speaking of the prospects of the country, Mr. Neufeld declared that the Sudan would soon be paying back all the money that England has put into it and more besides. There is great reason to be got from the Sudan's resources, "only of course," he explained, "there are none growing there now, they have been destroyed, but a little care will put that straight." Beyond this the country yields gold, silver, iron, ebony, and ivory, and Mr. Neufeld confessed that he might soon be thinking of going back.

As for the Sudanese, he compared them with a school class of 14-year-old scamps, who want more, looking after than the rest of the school put together. "Some of the Sudanese," he continued, "are learning to live peacefully in towns. Mainly, however, they are nomads. There are three great divisions of them, the Khalifas who live by horses, the Baggaris who live by cattle, and the Gemalis who live by camels. Of course, with all their herds and flocks, they must be continually roving about to find fresh pastures. If they are governed too severely they are very dangerous; and they are even more dangerous if they are governed too lightly. 'But,' he concluded significantly, 'you remember that those real scamps at school if properly ruled turn out the best men of the lot.'"

And after all the Khalifa is dead, and as Mr. Neufeld said before, the Sudan is the man for the Sudan, because he knows it, and altogether we may feel assured of better times coming.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Arnold, A. K.	Lanka, J.
Angier, A. G.	Lambert & Dodge, J. E.
Abraham, D.	Louisa, J.
Ah Fong, M.	Laurey, J.
Amoy, P.	Lin, M. H.
Anel	Martini, Sig.
Barker, A. M.	McCoy, J. P.
Bingham, Mr. & Mrs.	McClelland, Miss
Barton, W. T.	Moseley, Mrs. M. E.
Bückendorf, A.	Machado, A. E.
Brown Bros., N. P.	Maitland, R. A.
Butt, W. S.	Mason, F. O.
Butt, W. S.	Maitre, C. E.
Blanchard, A.	McGovern, P.
Brown, F. A.	McKean, F. R.
Bourne, G.	McKinnon, E. L.
Bisset & Co., Messrs.	Madegain, G.
Barnian, Z. S.	Montfort, Mrs. L.
Butler, Mr. and Mrs.	Maligany, C.
O'B.	Moore, Mrs. M.
Bourdonnel, B. de	Mui Yung, Mrs.
Breitig, H.	Masons, Miss
Bennet, J.	Meliegoff, O.
Bennemer, Mr.	Montilla, T.
Berrier	Niven, L.
Blake, R. E.	Naylor, C. J.
Cooke, D.	Norris, Miss A.
Crook, Miss H. C.	Nelson, A.
Clarke, W. D.	Nagata, T.
Clarke, Miss M.	Natsubara, A.
Cum Vi, W. S.	Ovishia, Mrs.
Close, C. G.	Ohatsu, Miss
Churchill, W.	Ogden, F. L.
Christensen, Mrs. B.	Ohtsuna, M.
Croback, H.	Okane, Miss
Cappa, W. L.	O'Brien, F. J.
Craw, J.	Picasso, C.
Cranston, Miss E.	Pierce, Mrs. P.
Clarke, S. J.	Potter, Rev. H. C.
Craig, Miss A.	Phillips, J.
Chumbeba, W. A.	Pijnapel, J. H.
Dalton, G.	Piercon, Miss
Dawtershaw, Mrs.	Perrine, Mrs. R. L.
Duncan, C.	Peters, M.
Durant, A.	Parker, N.
Ducat, Capt. C. M.	Pantuch, J.
Dehn, Mrs. L.	

D'Arey, Mrs. E.
Dulaker, A.
Davidson, N. J.
Elias, A.
Fondry, C. F.
Fiereman, M. G.
Ferrant, Mons.
Fry, Dr.
Forster, R. C. H.
Foster, L.
Figueido, H.
Fong Hal.
France, C.
Franklin, C. S. P.
Glasco, Mr. G.
Gohde, Mrs. G.
Geis, Mrs. L.
Goldman, G.
Grosjean, Mons.
Goldshly, S.
Galgozy, Josephine von
Glover, Mr.
Guibert, E.
Guenty
Gracia, L.
Hudson, G. A. K.
Hickson, S. B.
Haviv, Maria
Held, J. G.
Heward, J. C.
Haimovitch, E.
Hagye, Mrs.
Hill, Mrs.
Hardouin, C.
Hough, C. C.
Hutchinson, Mrs. F.
Howe, W. H.
Holstall, L.
Harmann & Co.
Hamilton, Miss E.
Hopkins, R. G.
Harrison, Miss L.
Hornby, C.
Howard, Miss M.
Holt, G. C.
Hoffman, G. M.
Hoplejan, J.
Jackson, II.
Johnson, G. C.
Japan Importing and Exporting Co.
Johnson, W. A. J.
Johnson, Capt.
Kyngeon, A.
King, L. H.
Knoll, Miss L.
Kelly, Mrs. B.
Krykan, S.
Kimiyo, Miss
Loehender, Lord
Langhade, Mme.
Lillie, J. J.

List of Registered Covers in Poste Restante.

Antonietta, Ferrociolo.
Apacible, Dr.
Bonamour, P.
Bourdanel, Mons. de
Catesos, Dr. F.
Cameron, Wm.
Crawford, J. R.
Cattarvich, A.
Cox, Mrs.
Edman, Miss Ida
Elias, A.
Forte, Miss E.
Forsyth, G. G. S.
Galluzzi, A.
Gatjardi, J.
Hartsinck, M.
Hooper, G. W.
Hancock, W. St. J.
Harper, C.
Isral, Bisk
Jackson, Sergt. C.
Johnson, W. L.
Kandner, Khan
Khan, Melita
Kaufmann, W. W.
Kohn, Siegfried.
Lindskog, Mac (2)
Machado, A. E.
Mayer, A.
Millet, Miss.
Mugal Khan
Madar, O. M. (2)

List of Registered Covers for Merchant Ships.

S.S. *Chiankiang*.....Capt. J. Vaughan.
Brookfield Castle.....J. F. Rogers.
S.S. *Changsha*.....C. F. Moule. (2)
S.S. *Calcha*.....J. Williams.
S.S. *Carlisle City*.....Geo. Croll.
S.S. *Chowfa*.....J. J. Miller.
S.S. *Dioned*.....J. Fleming (Baker). (2)
S.S. *Dioned*.....W. W. Moline.
S.S. *Haitian*.....H. O. Pritchard.
S.S. *Haitian*.....R. Macfarlane.
S.S. *Looko*.....G. Menzies.
S.S. *Patrolus*.....D. Pritchard.
S.S. *Piranang*.....Chief Engineer.
S.S. *Tiinan*.....Capt. Anderson.
S.S. *Tientin*.....Capt. Dawson.
S.S. *Wongkoi*.....Capt. B. B. Pigot.

Intimations.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [59]

SIEN TING,
SURGEON DENTIST,
No. 10, DAGUIAR STREET.
TERMS VERY MODERATE,
Consultation free.
Hongkong, 27th September, 1898. [43]

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

IS now in position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS speciality.
Hongkong, 22nd September 1898. [45]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship
"HAICHING,"
Captain Davis, will be despatched for the above Ports, TO-MORROW, the 9th instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 8th January, 1900. [30b]

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship
"CATHERINE APCAR,"
Captain J. G. Oliffert, will be despatched for the above Ports, TO-MORROW, the 9th instant, at Noon.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 8th January, 1900. [7b]

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"TAIYUAN,"
Captain Nelson, will be despatched as above on MONDAY, the 9th January.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 23rd December, 1899. [1596a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"TAIYUAN,"
Captain Nelson, will be despatched on MONDAY, the 9th January, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 23rd December, 1899. [1597a]

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"AFRIDI,"
will be despatched for the above Port about the middle of January, 1900, and will be followed by
"BIRCHTOR" and "ST. REGULUS."
For Freight, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 20th December, 1899. [1593a]

"SHELL" LINE OF STEAMERS.
FOR GENOA AND MARSEILLES.
THE Company's Steamship
"TROCAS,"
Captain Moses, will be despatched as above on or about the 17th January, 1900.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 27th December, 1899. [1612a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"INDRAVELLI,"
Captain Craven, will be despatched as above on or about THURSDAY, the 18th January, 1900.
For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 20th December, 1899. [1593a]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"ANTENOR,"
Captain Jackson, will be despatched on TUESDAY, the 23rd January.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 11th November, 1899. [1539a]

"SHELL" LINE OF STEAMERS.
FOR LONDON.
THE Company's Steamship
"COWRIE,"
Captain Davies, will be despatched as above on or about the 31st January, 1900.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 27th December, 1899. [1613a]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"QUEEN ELEANOR,"
will be despatched for the above Port, on or about the 1st February.
To be followed by
"MORVEN,"
about the 25th February, 1900.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 3rd January, 1900. [160b]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"MENELAUS,"
Captain Towell, will be despatched as above on TUESDAY, the 6th February.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 29th December, 1899. [1618a]

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"DIONED,"
Captain Goodwin, will be despatched TO-MORROW, the 9th January.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 11th December, 1899. [1538a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"LOONGSANG,"
Captain Weigall, will be despatched as above on WEDNESDAY, the 10th instant, at 4 P.M.
This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 6th January, 1900. [1544b]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR
SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FUME AND TRIESTE.
(Taking Cargo at through Rates to South Africa, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND AFRICAN PORTS.)
THE Company's Steamship
"GISELA,"
Captain F. Mosca, will be despatched as above on FRIDAY, the 12th instant, P.M.
Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.
For information as to Passage and Freight, apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, 4th January, 1900. [1543b]

CHINA NAVIGATION COMPANY, LIMITED.
FOR SAMARANG AND SOERABAYA.
THE Company's Steamship
"KANSU,"
Captain Somerville, will be despatched as above on WEDNESDAY, the 17th January.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 23rd December, 1899. [1598a]

FOR MANILA.
THE Company's Steamship
"TSINAN,"
Captain Anderson, will be despatched as above on THURSDAY, the 15th February.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 6th January, 1900. [1543b]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"TSINAN,"
Captain Anderson, will be despatched on THURSDAY, the 15th February, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 6th January, 1900. [1543b]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"TSINAN,"
Captain Anderson, will be despatched on THURSDAY, the 15th February, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 6th January, 1900. [1543b]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"TSINAN,"
Captain Anderson, will be despatched on THURSDAY, the 15th February, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 6th January, 1900. [1543b]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"TSINAN,"
Captain Anderson, will be despatched on THURSDAY, the 15th February, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 6th January, 1900. [1543b]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"TSINAN,"
Captain Anderson, will be despatched on THURSDAY, the 15th February, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 6th January, 1900. [1543b]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"TSINAN,"
Captain Anderson, will be despatched on THURSDAY, the 15th February, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 6th January, 1900. [1543b]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"TSINAN,"
Captain Anderson, will be despatched on THURSDAY, the 15th February, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 6th January, 1900. [1543b]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"TSINAN,"
Captain Anderson, will be despatched on THURSDAY, the 15th February, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 6th January, 1900. [1543b]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"TSINAN,"
Captain Anderson, will be despatched on THURSDAY, the 15th February, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 6th January, 1900. [1543b]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"TSINAN,"
Captain Anderson, will be despatched on THURSDAY, the 15th February, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 6th January, 1900. [1543b]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"TSINAN,"
Captain Anderson, will be despatched on THURSDAY, the 15th February, at Noon.
The attention of Passengers is directed to the Superior

